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1908

ATCHINSON, TOPEKA
AND SANTA FE
RAILWAY

CALIF. LIMITED

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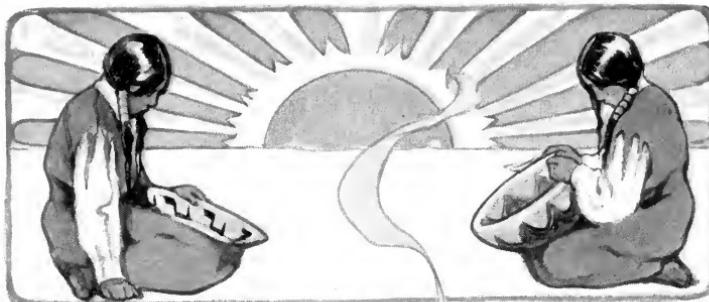
The California Limited





Atchison, Topeka and Santa Fe Railway

"



Fourteenth Season
1908 1909
The
**California
Limited**

HE2712
A7A8
1908

Copyright 1908, by W. J. Black.



ALIFORNIA is the Country of Best Things—a semi-tropic land of enchantment. Here you may escape cold winters and hot summers and enjoy, the year 'round, almost perfect weather. January and July alike are delightful months.

This truthfully can be said of no other region in the United States.

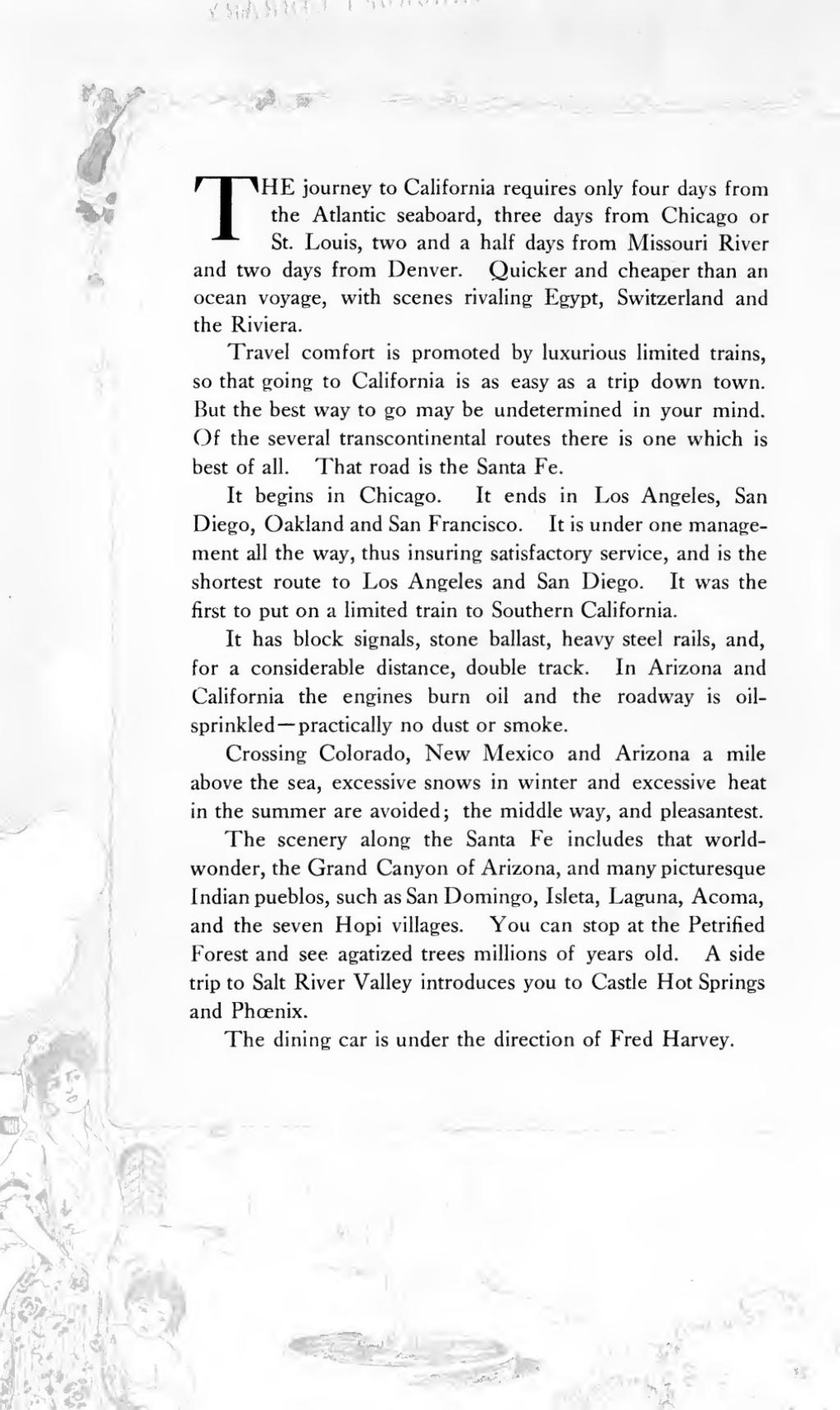
Here, too, you may explore the old missions, and wander among the mammoth redwoods—earth's biggest and eldest trees.

You may visit incomparable Yosemite, now quickly reached by rail from Merced any day in the year—a half day's trip instead of the old and tiresome stage journey. You may climb the high Sierras or bathe in the blue Pacific.

In California are orange groves, wide avenues of magnolias and palms, lanes of pepper trees, and poppies that set the hillsides aflame in a riot of color.

Fashion has approved California as the ideal place for golf, tennis, coaching, horseback rides and sailing. Happy weeks may be spent in great resort hotels, where you meet congenial persons.

And here, too, the man of business, seeking new fields of endeavor, may find much of profit in seeing first hand this region where the trade mastery of the Pacific and the far Orient is being planned and gained. San Francisco rapidly is being rebuilt. Los Angeles, Oakland and San Diego continue their phenomenal growth. Other coast cities are likewise prosperous.



THE journey to California requires only four days from the Atlantic seaboard, three days from Chicago or St. Louis, two and a half days from Missouri River and two days from Denver. Quicker and cheaper than an ocean voyage, with scenes rivaling Egypt, Switzerland and the Riviera.

Travel comfort is promoted by luxurious limited trains, so that going to California is as easy as a trip down town. But the best way to go may be undetermined in your mind. Of the several transcontinental routes there is one which is best of all. That road is the Santa Fe.

It begins in Chicago. It ends in Los Angeles, San Diego, Oakland and San Francisco. It is under one management all the way, thus insuring satisfactory service, and is the shortest route to Los Angeles and San Diego. It was the first to put on a limited train to Southern California.

It has block signals, stone ballast, heavy steel rails, and, for a considerable distance, double track. In Arizona and California the engines burn oil and the roadway is oil-sprinkled—practically no dust or smoke.

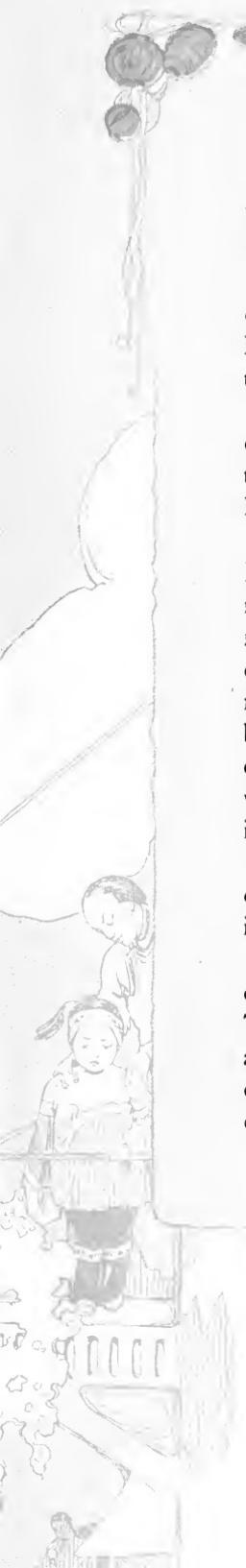
Crossing Colorado, New Mexico and Arizona a mile above the sea, excessive snows in winter and excessive heat in the summer are avoided; the middle way, and pleasantest.

The scenery along the Santa Fe includes that world-wonder, the Grand Canyon of Arizona, and many picturesque Indian pueblos, such as San Domingo, Isleta, Laguna, Acoma, and the seven Hopi villages. You can stop at the Petrified Forest and see agatized trees millions of years old. A side trip to Salt River Valley introduces you to Castle Hot Springs and Phoenix.

The dining car is under the direction of Fred Harvey.



They all enjoy the
ample space of the
wide and roomy cars.



INVOLVED in your decision to see the Land Where Every Month Is June, and the selection of the Santa Fe as the preferred route, is the question: What is the best train to take? That admits of only one answer: The California Limited.

It is absolutely the finest transcontinental train. It is the only one between Chicago and Southern California, via any line, exclusively for first-class travel; all others also carry tourist sleepers and second-class passengers.

It is always pleasant to travel in congenial company. This exclusive feature has made the train very popular with particular people, who know what high-class service is and will have no other.

For thirteen years The California Limited, like Abou Ben Adhem, has led all the rest. This season the equipment is new throughout, and up to the minute in every respect. The entire train, from rear platform to the giant engine, is spick and span in its freshness. There is nothing finer anywhere on the rails. Several new improvements have been added for '08-'09. Deeply recessed platforms for rear end of observation car and the vapor system of steam heating, which insures an even temperature, are perhaps the most important.

The "train of luxury" is a fitting name for it—the luxury of easy riding, of no dust, of perfect ventilation, of artistic interior finish, ample space and courteous service.

"Built by Pullman" is a certificate of quality to the experienced traveler. It means the very best workmanship. The berths are wide enough and long enough. Every approved device for your greater comfort is provided. The decorations are pleasing to the eye. Pullman sleepers are exclusively used on The California Limited.

YOU will not be charged any extra fare on The California Limited beyond the cost of regular first-class one-way or round-trip tickets, except that if one person occupies a drawing-room alone, two first-class railroad tickets will be required; also, one and a half railroad tickets for a stateroom similarly occupied, in addition to the usual Pullman fare. Where other extra space is exclusively occupied, it is charged for at tariff rates.

Pullman berths must be paid for when reservations are made. This rule has been adopted for the mutual benefit of all California Limited patrons. Reservations should be made early, to insure getting accommodations wanted. During the rush season the Limited often is sold out weeks ahead.

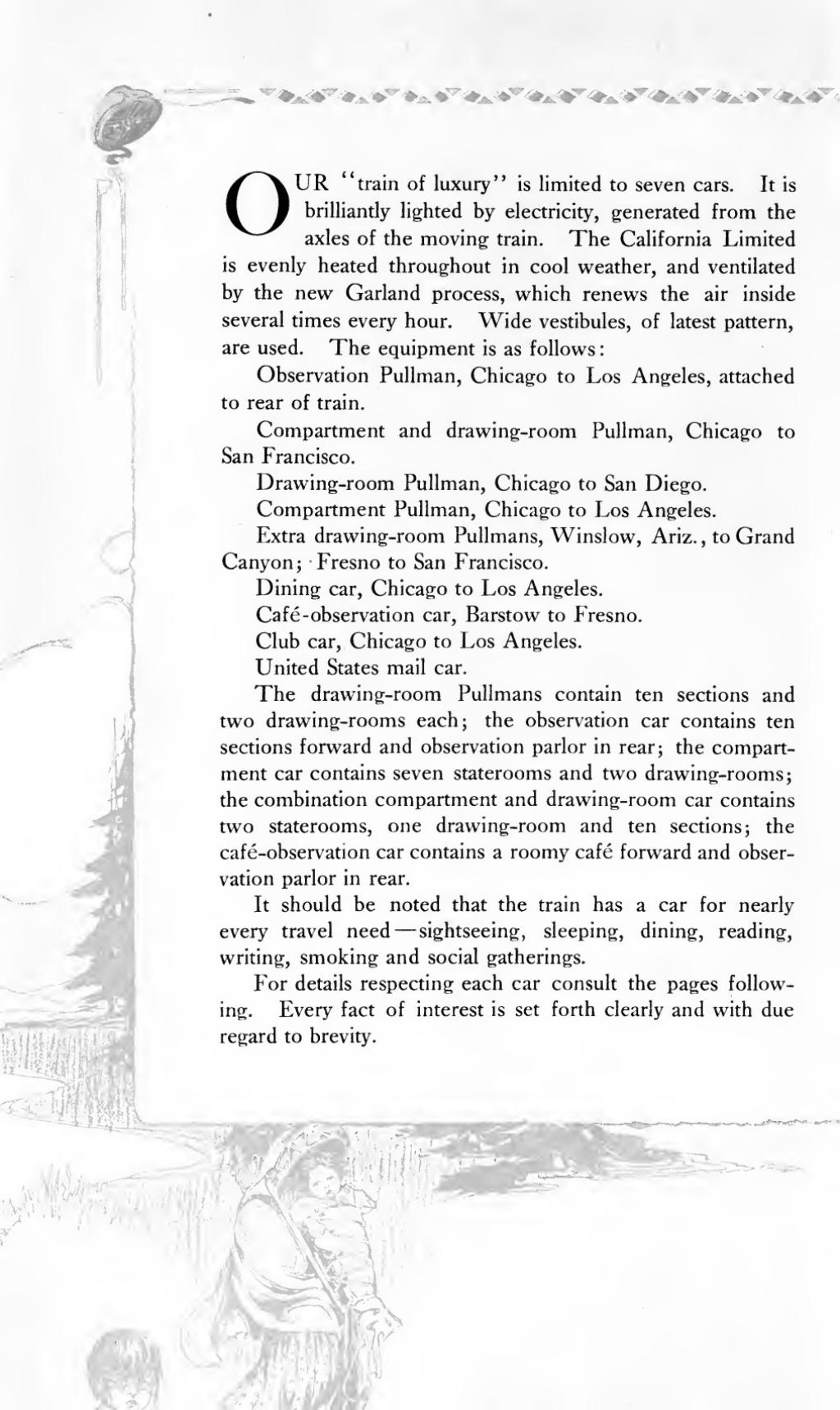
* * *

There are three additional daily California through trains via the Santa Fe on which all classes of tickets are honored. They carry standard and tourist sleepers and chair cars. No other line to California runs four through trains every day the year 'round. California travel on this line is so heavy that a less number of trains would be inadequate.

The California Fast Mail leaves Chicago in the morning and reaches Los Angeles in three days. It is growing in popular favor, ranking next to the Limited. It not only carries Uncle Sam's hurry-up transcontinental mail, but usually has on board a full complement of through passengers.

The other two run on a somewhat slower schedule to Southern California and to San Francisco, respectively. They are the old stand-bys, familiar to those who journeyed California-ward before limited trains were thought of.

Meals for these three trains are served in dining cars east of Kansas City and in dining-rooms west of Kansas City. On the Limited the dining car runs through.



OUR "train of luxury" is limited to seven cars. It is brilliantly lighted by electricity, generated from the axles of the moving train. The California Limited is evenly heated throughout in cool weather, and ventilated by the new Garland process, which renews the air inside several times every hour. Wide vestibules, of latest pattern, are used. The equipment is as follows:

Observation Pullman, Chicago to Los Angeles, attached to rear of train.

Compartment and drawing-room Pullman, Chicago to San Francisco.

Drawing-room Pullman, Chicago to San Diego.

Compartment Pullman, Chicago to Los Angeles.

Extra drawing-room Pullmans, Winslow, Ariz., to Grand Canyon; Fresno to San Francisco.

Dining car, Chicago to Los Angeles.

Café-observation car, Barstow to Fresno.

Club car, Chicago to Los Angeles.

United States mail car.

The drawing-room Pullmans contain ten sections and two drawing-rooms each; the observation car contains ten sections forward and observation parlor in rear; the compartment car contains seven staterooms and two drawing-rooms; the combination compartment and drawing-room car contains two staterooms, one drawing-room and ten sections; the café-observation car contains a roomy café forward and observation parlor in rear.

It should be noted that the train has a car for nearly every travel need—sightseeing, sleeping, dining, reading, writing, smoking and social gatherings.

For details respecting each car consult the pages following. Every fact of interest is set forth clearly and with due regard to brevity.



In this cozy corner you
will find modish station-
ery and clever books.



IN the dining car the call for breakfast comes when the "train of luxury" is well on its way westward. The thirty seats are quickly occupied. Care is taken to call passengers according to their preference for early or late meals.

If you doubt the enviable reputation of our dining car meals, ask any experienced cross-continent traveler. Those persons who have ever eaten a Harvey meal know that there is nothing better of its kind anywhere in the United States. You are always perfectly served with appetizing delicacies from many climes.

It makes little difference what the season may be, Harvey's chefs have at their command the food products of a continent. The menu is, therefore, varied and satisfying.

The tables are very inviting, with their snowy linen, glistening silver and cut-glass. Ferns and flowers adorn side alcoves. Electric lights gleam from the top and sides.

A device in ceiling of kitchen removes any odor of cooking.

All the meals to follow are equally enjoyable. You learn to welcome the call to the dining car, confident that a treat is in store.

On The California Limited one may leisurely enjoy repasts duplicated only in the very best metropolitan clubs and hotels. The dining car is carried through. Breakfast and luncheon are served à la carte; the dinner is table d'hôte. The prices are reasonable, bearing in mind the quality and how expensive it is to serve meals on a train.

The Santa Fe meal service, under management of Fred Harvey, is the best in the world. His reputation as a caterer is international and based on an experience of nearly three decades in the Southwest.



The dining service, under
management of Fred Harvey,
is the best in the world.

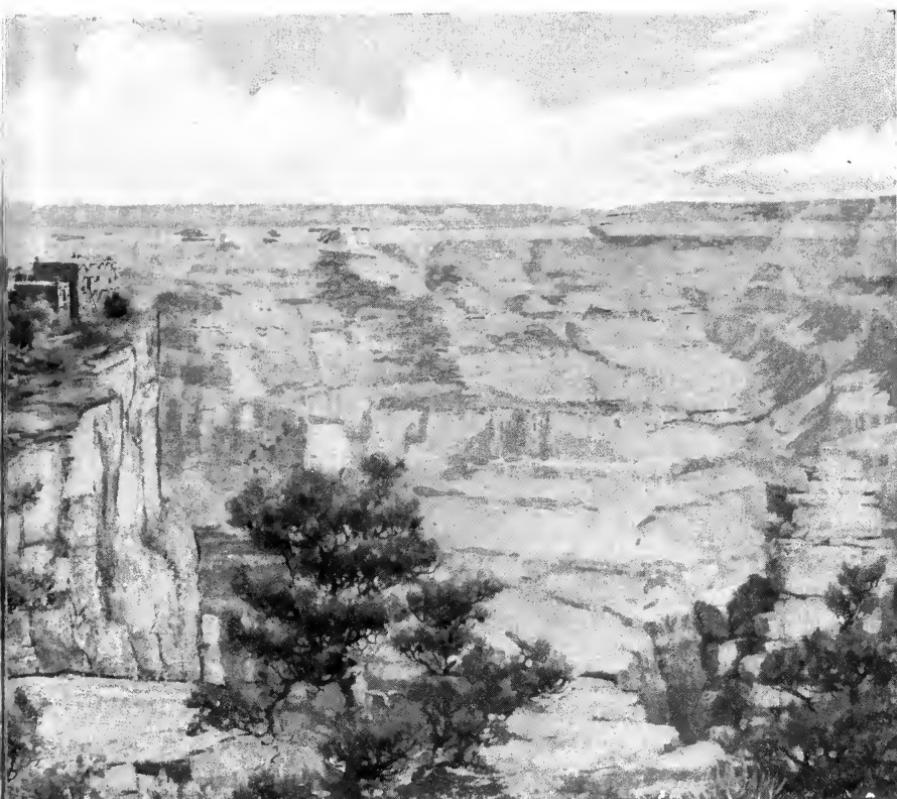


Hotel El Tovar, G

Have you visited the Grand Canyon of Arizona? If you have been there, of course you wish to go again. If a stranger to that marvelous spectacle, no better chance will ever offer than to stop off en route to or from California this winter.

The special Pullman attached to the Limited at Winslow, Ariz., for the Grand Canyon, makes the detour to the scenic wonder of the world such an easy matter that you are fully justified in allowing for a few days' rest and sightseeing in that region. You merely have to change from one car to another on the same train, in the early evening; you wake up the next morning at the rim of the canyon.

El Tovar, located near the railway terminus, at the head of Bright Angel Trail, is the most unique and luxurious hotel in



1 Canyon of Arizona.

the Southwest Rockies. It is under the management of Fred Harvey.

The Grand Canyon is the one great sight that every American should see. It is indeed the scenic marvel of the world, well worth going across the continent to look at.

While one ought to remain a week or two, a stop-over of one or two days from the overland trip will suffice to get a fairly satisfactory glimpse of the Titan of chasms. But stay longer than that if you possibly can. Most visitors make the mistake of trying to "do" the canyon in too short a time. They rush in, rush around and rush out.

That's the wrong way. The right way is to take it more leisurely and see everything worth seeing. The expense is trifling, compared with having had an absolutely unique experience.

THE observation car has ten sections of two double berths each. Passengers may easily sit up in the lower berth, as there is plenty of room. Night reading and dressing are made easy by two electric side lights, conveniently placed in each section. Similar berth illumination is provided in the other sleeping cars—a little convenience which will be appreciated by the experienced traveler.

The rear half is a large observation parlor, handsomely furnished with tapestry-covered mahogany easy chairs, a thick Brussels carpet, and heavy curtains.

A large end window, reaching to the floor, and several wide plate-glass double side windows afford unobstructed views of the landscape. There are numerous ground-glass electric lights in ceiling and on sides. Electricity is further used for push buttons and ceiling fans.

A writing desk in the corner contains modish stationery. Near by is a well-stocked library of books, mainly devoted to Western topics. Daily papers, illustrated weeklies, and magazines are furnished. Locked mail boxes are placed in this and the club car for the reception of letters to be mailed en route.

Camp chairs are provided on the protected rear platform, which comfortably seats several persons at one time and which is so well lighted that one may read almost as well there at night as inside the car.

All privileges of the observation car are free to every passenger on the train. Ladies especially will find it to be just the place for a pleasant chat with friends or an hour spent in reading the newest book.

The observation cars have been renamed this season. They now bear names related to the Spanish conquest, such as El Marcos, El Garces and El Tovar.



The luxurious Observation
Cars are constructed for
travel ease and comfort.

THE compartment car adds the finishing touch to a superb train. It provides a grateful seclusion and privacy for those who wish to withdraw a little from the busy whirl of travel. It contains seven staterooms and two drawing-rooms. Family parties, ladies without escort, and invalids will find this style of sleeper very desirable; in fact, it is liked by all classes.

Each stateroom has two wide double berths, also individual lavatory and toilet. The ventilation is perfect. In the ceiling are several electric lights.

Ladies will find the electric curling-iron heater a great convenience — a necessity, in fact. Ample baggage racks are provided.

Doors lead to adjacent rooms; when open, the rooms may be thrown together, free from observation by passers-by. Otherwise, each stateroom or compartment is a small world by itself, entirely independent of the rest of the car.

Attractive color schemes are used—green, red, blue and pink upholstering in connection with old oak, mahogany and maple woods. The colors are restful to the eye; they don't jangle.

In the drawing-room are two double berths and a seat. Wide windows admit an abundance of sun and air from both sides.

To have plenty of fresh air and sunshine adds greatly to the pleasure of a long journey.

The combination drawing-room and compartment car especially accommodates passengers for San Joaquin Valley points, Oakland and San Francisco. Some persons like the seclusion of the compartment (or stateroom). Others prefer a drawing-room. A still larger class enjoy being in the open car. All three are provided for in this new sleeper, which was first put on last season.



Ladies will especially
enjoy the seclusion of
the Compartment Car.

A SPACIOUS smoking and reading room for gentlemen, with carefully-stocked buffet, is a feature of the club car. To-day no really high-class train is considered completely equipped without a car of this description.

Familiar club comforts greet the man from the big city. Seated on plush or leather, after-dinner cigars may be leisurely enjoyed. The day's market report, hot from the wires, keeps investors in touch with Wall Street; it's just as if the big world of affairs was whirling along with the train.

A skilful barber will hair-cut you, singe you, shave you and shampoo you. The man who is on the road month after month knows how delightful the barber's chair is at journey's end. It's a part of the train on The California Limited, to be availed of at the most convenient moment.

There is a well-stocked writing desk, for business correspondence, and a mail box. They suggest writing to the folks at home.

There are life-like stereoscopic views of the Grand Canyon of Arizona, which make you wish to visit that world-wonder.

Daily papers, bearing news of the busy world you left yesterday and the one you will greet to-morrow, jostle the latest products of the joke mills and the finished articles of the literary magazines. Of course everybody reads on the cars, and the assortment here is varied enough to suit any whim.

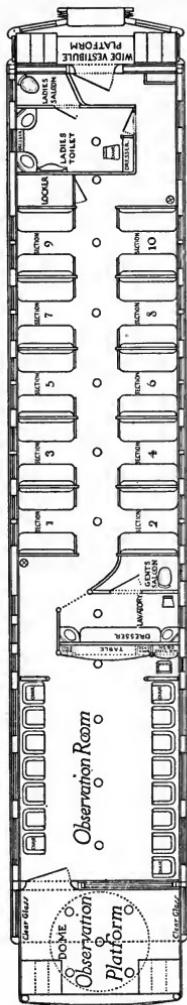
The porter in charge will, on request, neatly press your clothes—an innovation introduced for the benefit of fastidious dressers.

It's a place in which to take one's ease, to forget all worries, and be genuinely comfortable.

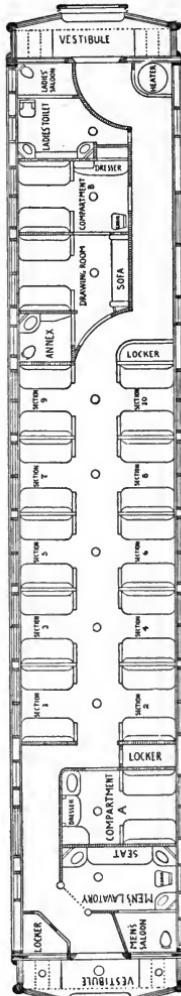
Rather pleasant, isn't it, when evening comes, to sit here in the warmth and glow and watch the night outside?



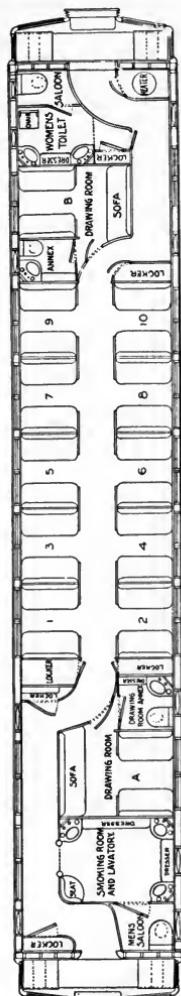
The Club Car has
all the advantages of
a gentlemen's club.



No. 1



No. 2



No. 3

No. 1. Observation car, attached to rear of train, from Chicago to Los Angeles.

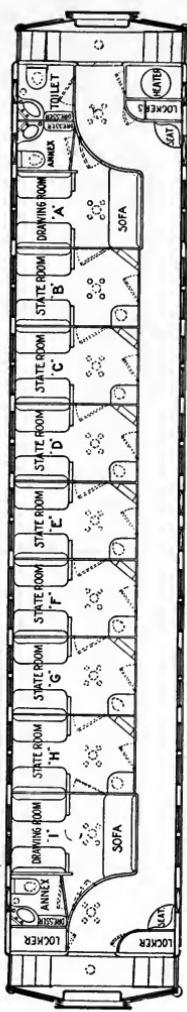
Ten sections in forward half. Observation room and platform for all passengers. Wide vestibuled and electric lighted. Garland car ventilators.

No. 2. Pullman compartment and drawing-room sleeping car, from Chicago to San Francisco.

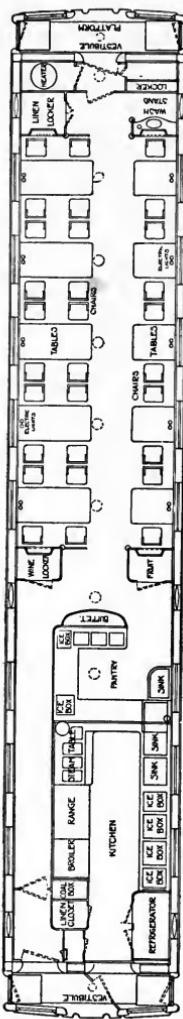
Ten sections, two compartments and one drawing-room. Wide vestibuled and electric lighted from ceiling and in berths. Garland car ventilators.

No. 3. Pullman drawing-room sleeping car, from Chicago to San Diego.

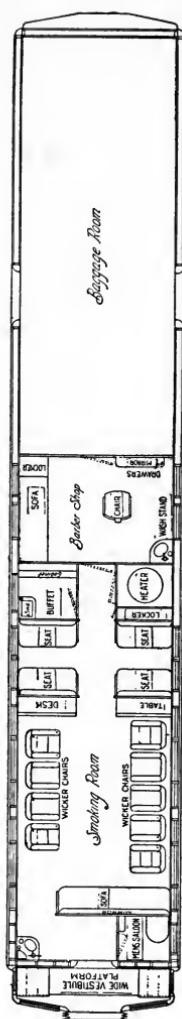
Ten sections and two drawing-rooms. Wide vestibuled and electric lighted from ceiling and in berths. Garland car ventilators.



No. 4



No. 5



No. 6

No. 4. Compartment car, from Chicago to Los Angeles.
Contains seven staterooms and two drawing-rooms. No sections. Wide vestibuled and electric lighted. Garland car ventilators

No. 5. Through dining car.

Built expressly for this service. Wide vestibuled and electric lighted. Provided with electric fans and a device in the ceiling of kitchen which removes odor of cooking. Garland car ventilators. The best railway meal service in the world.

No. 6. Club car, Chicago to Los Angeles.

Baggage compartment in forward end. Buffet, barber shop, and smoking and reading room for gentlemen. Garland car ventilators

The California Limited

CONDENSED SCHEDULE—Westbound

REVISED NOVEMBER 8, 1908

Lv Chicago (Dearborn Station)	8.00 pm	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
Lv Kansas City	9.10 am	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Lv Newton	2.25 pm	"	"	"	"	"	"	"
Lv La Junta	11.20 pm							
Lv Las Vegas	7.00 am	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
Lv Albuquerque	1.00 pm							
Ar Williams	12.50 am	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar Grand Canyon	x 9.00 am	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar Grand Canyon	8.30 pm	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
Lv Ash Fork	1.57 am	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar Needles	6.35 am	"	"	"	"	"	"	"
Ar Barstow	12.30 pm							
Ar San Bernardino	3.45 pm							
Ar Pasadena	5.31 pm							
Ar Los Angeles	6.00 pm							
Lv Barstow	1.15 pm	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar Bakersfield	7.00 pm	"	"	"	"	"	"	"
Ar Fresno	11.50 pm							
Ar Stockton	4.10 am	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.
Ar Oakland	7.08 am	"	"	"	"	"	"	"
Ar San Francisco	7.35 am							

* A Pullman for Grand Canyon is attached to this train at Winslow, Arizona (9.10 pm). Passengers transfer without leaving train. Pullman from Grand Canyon to Los Angeles on No. 1. The California Limited will stop at stations between San Bernardino and Los Angeles (also between Bakersfield and San Francisco) to discharge passengers from east of Albuquerque.

CONNECTING TRAINS

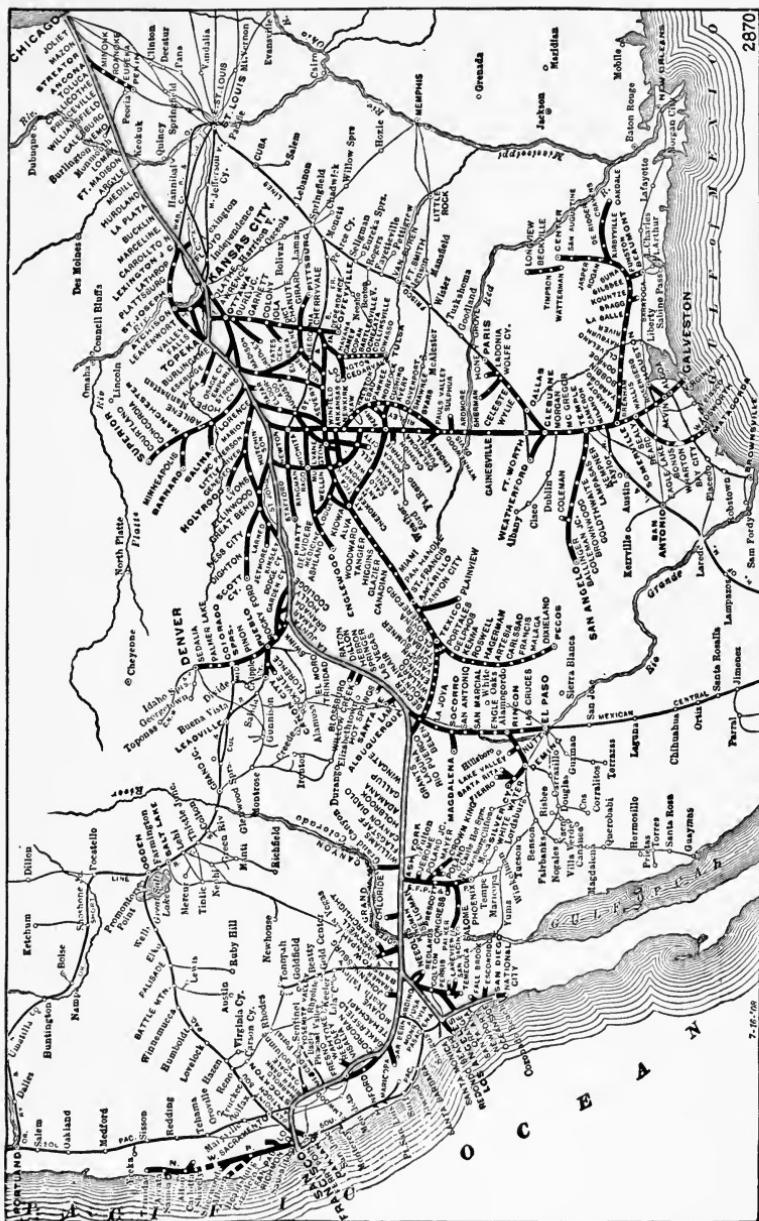
Lv Galveston	6.40 am	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
Lv Fort Worth	8.30 pm	"	"	"	"	"	"	"
Ar Newton	12.15 pm	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Lv Denver	3.45 pm	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Lv Colorado Springs	6.37 pm	"	"	"	"	"	"	"
Lv Pueblo	8.05 pm							
Ar La Junta	10.20 pm							
Lv Los Angeles	11.55 pm	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar San Diego	7.00 am	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.
Lv San Bernardino	3.50 pm	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar Riverside	4.10 pm	"	"	"	"	"	"	"
Lv San Bernardino	3.55 pm	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar Redlands	4.37 pm							
Lv Los Angeles	7.30 pm	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar Santa Barbara	*11.15 pm							

* Passengers may remain in Pullman until 7.00 am.

CONDENSED SCHEDULE—Eastbound

Lv San Diego	11.55 pm	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
Lv Los Angeles	10.00 am	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.
Lv San Francisco	10.00 pm	Mon.	Tue.	Wed.	Thu.	Fri.	Sat.	Sun.
Ar Albuquerque	5.50 pm	Wed.	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.
Ar La Junta	7.05 am	Thu.	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.
Ar Kansas City	10.40 pm							
Ar Chicago	11.59 am	Fri.	Sat.	Sun.	Mon.	Tue.	Wed.	Thu.

Route of the Train



Adv. 350. 9-4-08. (75M)

2870

7-16-08

SANTA FE EASTERN AND SOUTHERN AGENCIES

Atchison, Kan.	412 Commercial Street
Atlanta, Ga.	14 North Pryor Street
Beaumont, Tex.	New Crosby Hotel
Boston, Mass.	332 Washington Street
Buffalo, N. Y.	220 Ellicott Square Building
Chicago	105 Adams Street
Cincinnati, Ohio	209 Traction Building
Cleveland, Ohio	318 Williamson Building
Colorado Springs, Colo.	118 East Pike's Peak Avenue
Dallas, Tex.	303 Main Street
Denver, Colo.	901 17th Street
Des Moines, Ia.	406 Sixth Avenue
Detroit, Mich.	151 Griswold Street
El Paso, Tex.	Mills Block
Fort Worth, Tex.	710 Main Street
Galveston, Tex.	224 Tremont Street
Houston, Tex.	518 Main Street
Kansas City, Mo.	905 Main Street
Leavenworth, Kan.	428 Delaware Street
London, Eng.	2 Carlton Street, Waterloo Place
Mexico City, Mex.	Avenida del Cinco de Mayo 3
Minneapolis, Minn.	Metropolitan Life Building
Montreal, Que.	138 St. James Street
New Orleans, La.	223 St. Charles Street
New York City	377 Broadway
Oklahoma City, Okla.	6 North Broadway
Peoria, Ill.	325 Main Street
Philadelphia, Pa.	711 Chestnut Street
Pittsburgh, Pa.	405 Park Building
Pueblo, Colo.	225 North Union Avenue
Rock Island, Ill.	210 18th Street
San Antonio, Tex.	101 W. Commerce Street
St. Joseph, Mo.	601 Edmond Street
St. Louis, Mo.	209 North 7th Street
Salt Lake City, Utah	233 Judge Building
Topeka, Kan.	A. T. & S. F. Gen'l Office Building

For descriptive books and other information address any representative of the Santa Fe.

W. J. BLACK, Passenger Traffic Manager

The Atchison, Topeka & Santa Fe Railway System

CHICAGO

Chicago, November 10, 1908

Eastern Edition





The California Limited



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